



Deployed Cycle Support Program Briefing

Re-integration Briefing/Training

A command that is *actively involved* in Soldier well-being fosters reciprocity and team loyalty *maintaining discipline*.

A Soldier that *internalizes* the care displayed by his/her unit does not want to disappoint the unit through careless acts reflecting negatively on the unit.





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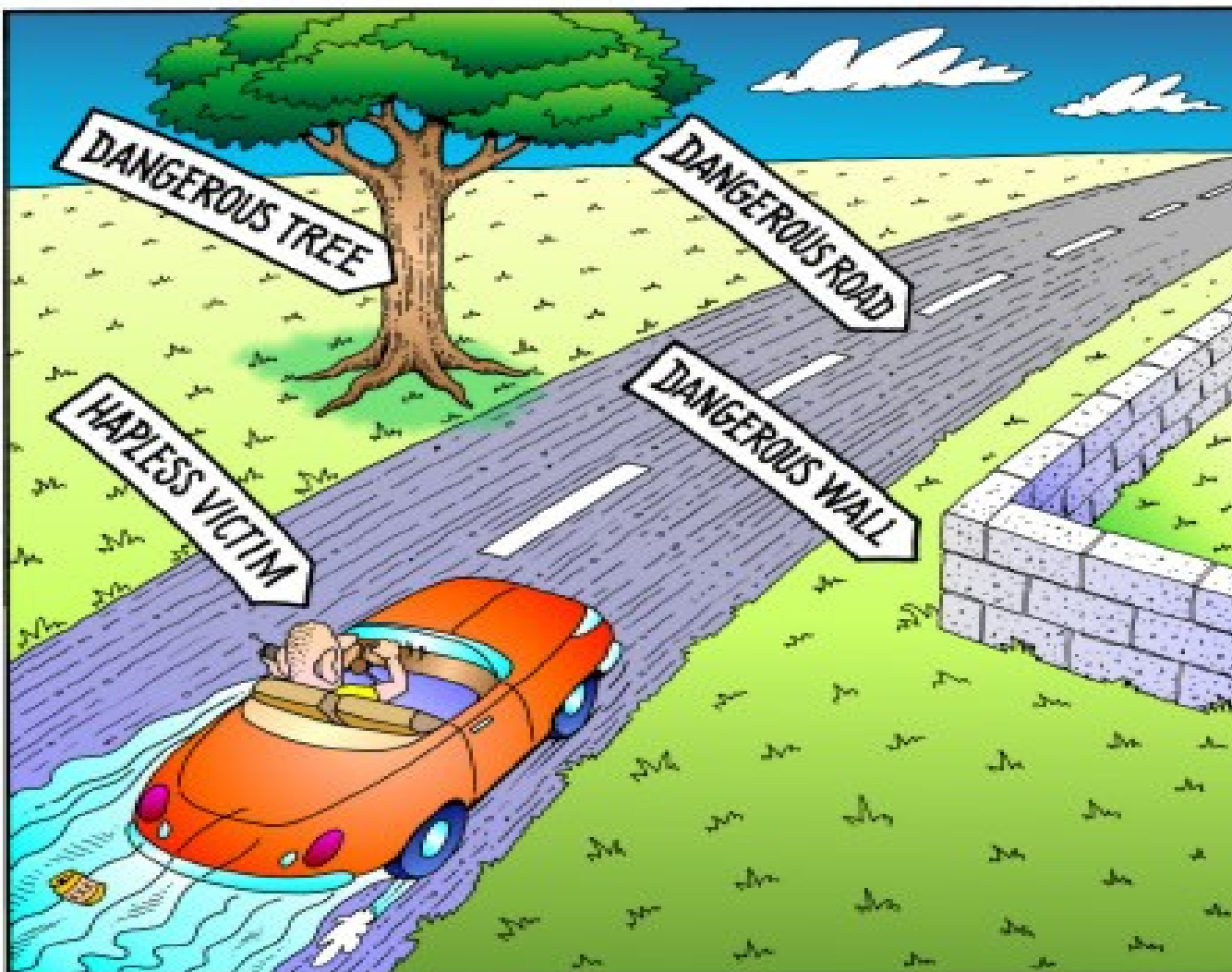




WINGS OF LIGHTNING



Deployed Cycle Support Program Briefing





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Re-integration Briefing/Training

Outline:

- ✓ Why Soldiers need this training
- ✓ What Is the main hazard Soldiers face on leave?
- ✓ How to avoid real hazards (Arm the Soldier for success)
- ✓ Where we are at statistically





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Re-integration Briefing/Training

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**Why is this training important *to* the Command,
and important *for* Soldiers?**

- 1) Soldier safety and force protection matter to the CoC.
- 2) Soldier health and welfare is command business.
- 3) Soldiers need to know that the CoC *actively care* about Soldier health and welfare.
- 4) Soldier health and welfare *directly* affects the whole team.
- 5) Soldier health and welfare *directly* affects his/her family.
- 6) Soldier health and welfare affects our nation.



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What is the main hazard Soldiers are will encounter while on leave from OEF V?

Decision making *without* supervision or *perceived immediate*
Consequences: A critical factor in poor decision making.

Actions require consequences in order to make effective
action - reaction behavioral control. In other words Soldiers
know that Army support programs function on and off duty
that the Army *actively cares* about Soldiers through
implementation and management of soldier health and well-being.



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Army action: The Army actively cares about your health and welfare through safety and force protection in combat, and through education and support programs.

Soldier reaction: Sound decision-making model both on duty while deployed and on leave. Follow Army mandates, state and federal laws honoring your unit and country.

Consequence: Positive reinforcement through team management, and increased moral through performance excellence.



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Negative consequences of poor decision-making mo

- 1) Decreased unit/team moral through failing team expectations.
- 2) Financial burden through Army, state or federal penalties.
- 3) Personal time loss through Army, state or federal mandated re-education.
- 4) Personal and family embarrassment.
- 5) Depending on MOS, inability to return to team in same capacity.
- 6) Depending on offense, loss of rank and pay.



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Competing factors influencing poor decision-making

1) *Perceived* restrictions such as no alcohol, sex with intimate partner, and use of personal vehicle(s).

Reality: These are logical actions within your chosen profession.

2) Real restrictions to do as you wish in society such as go to eat, spend day at beach with friends and family, and spontaneous emotional-based activities. In other words, deployment “cramps my style.”

Reality: These are logical effects within your chosen profession.



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3) Increased money in bank is “burning a hole” in your pocket.

Reality: Non-discretionary spending can cause “buyers guilt”.

4) Service person’s lexicon: “We work hard... and we play hard.”

Reality: Poor decision-making chasing wild activities frequently
result in regret.

5) Your friends and family want you to play hard too.

Reality: You are part of the Army team that you do not want to
fail through use of a poor decision-making model.



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6) You may entertain thoughts of “needing to live it up” w
leave; “this may be my last chance.”

Reality: This is an immature thought process leading to decision-making.

7) Deployed Soldiers have on order through AAFES over 6 motorcycles.

Reality: Each Soldier is required to be Motorcycle Safety Foundation Course trained through 25th Infantry Division approved course for each motorcycle or motor scooter w
30 days of purchase or as soon as possible. Yes, leave is 14 days at home; point is the Army is paying to properly t
you before you get on the road. This *is* force protection.



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Summary/result

**Your actions *will* result in consequences;
whether they are positive or negative is
decided by the
decision-making model *you* choose.**





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Hazards to avoid on leave:

Drinking and driving: Will it effect the Brigade?

The Aviation Brigade experienced a POV fatality attributable to deployment anxiety within weeks of deployment. If it touched us in pre-deployment, odds are that deployment anxiety will reach out and grab us when we return unless we establish proactive countermeasures.

Army, state, and federal laws are clear: Don't drink and then get behind the controls of vehicle (car, truck, motorcycle, boat, jet ski, etc.).

California Highway Patrol fact: The average first-time drunk driver has been illegal at the controls of a vehicle 350-400 times before getting caught. Don't make this poor decision. Most offenders tell police that they have had less than they actually drank; "I *only* had two beers..."

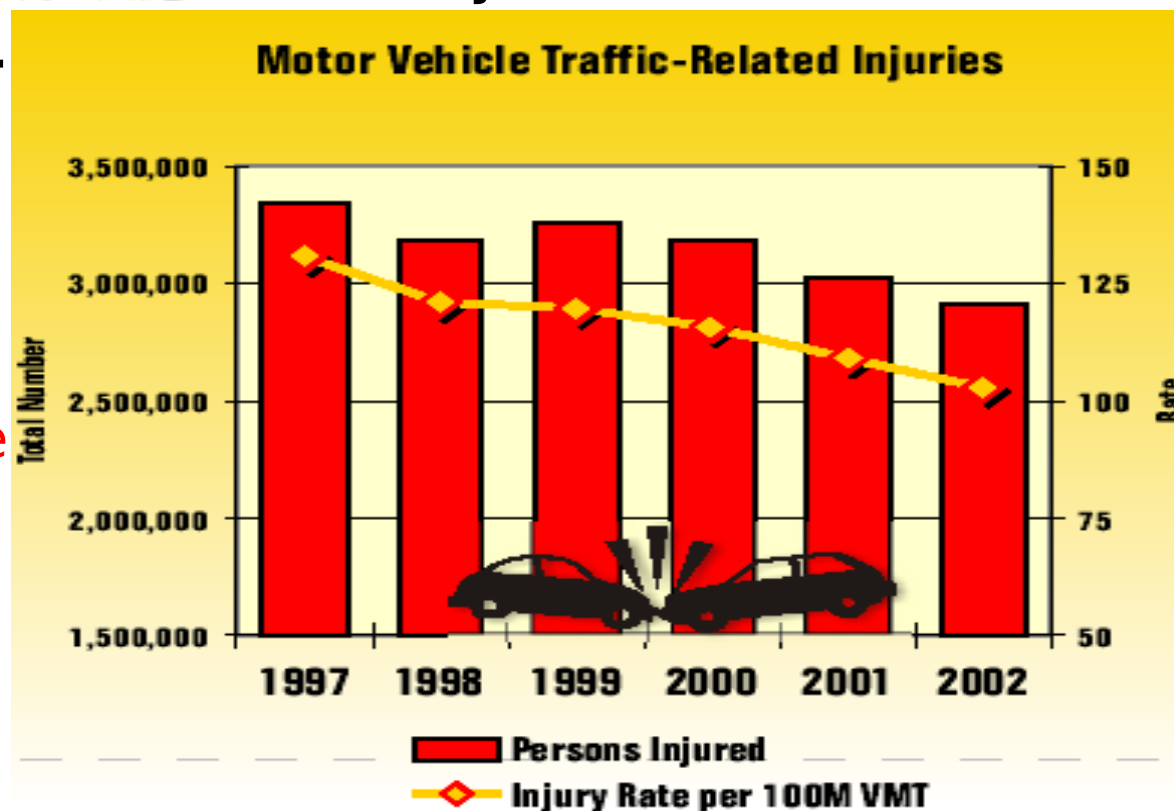


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Hazards to avoid on leave: POV hazards.

National Highway Transportation Safety
Administration POV Safety Facts: Numbers are
dropping...

Why?
Partially
attributable
to safer cars
and insurance
cost penalties





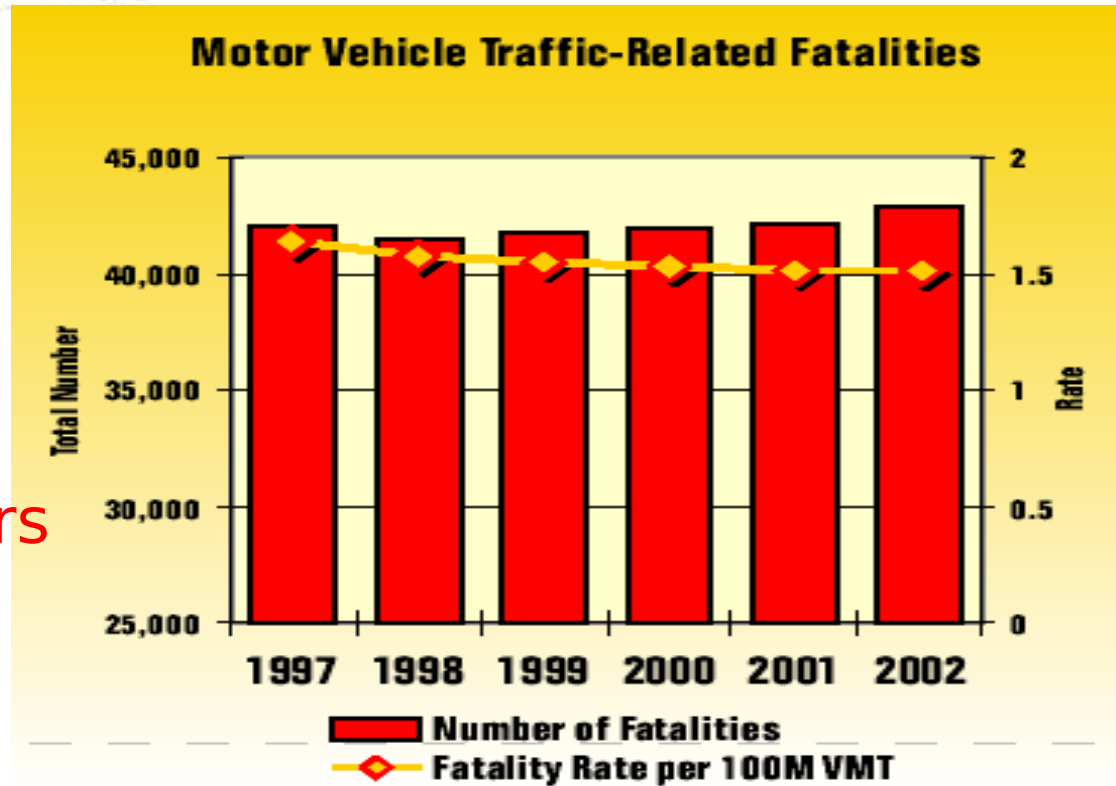
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Hazards to avoid on leave. But... Fatalities are stable both in the Army and national mean.

Why?

- 1) Speed
- 2) Seatbelts
- 3) Alcohol
- 4) Fatigue
- 5) Distracters



Know your
Hazards!

Mnemonic
SSAF-D

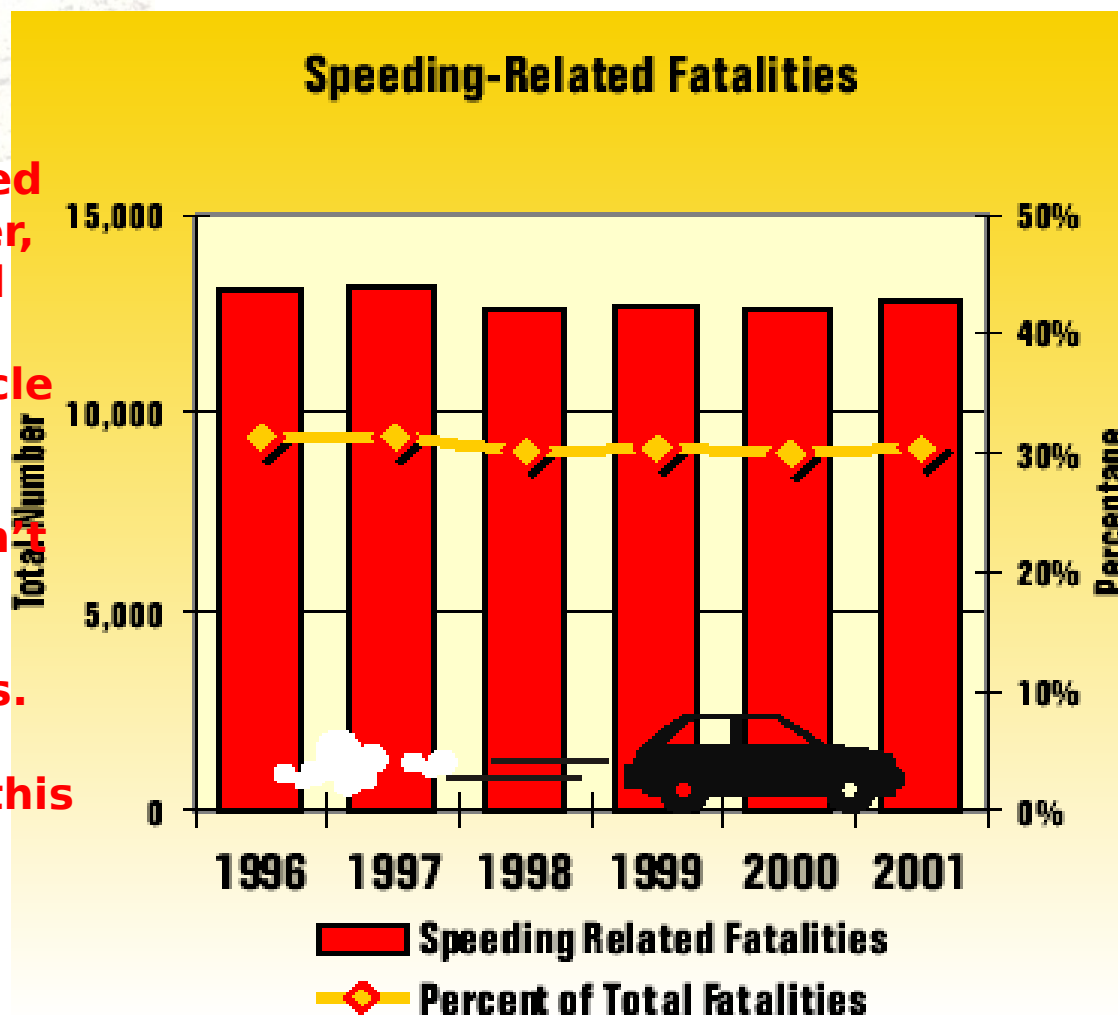


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Hazards to avoid on leave: Speeding

Why?

- We are inundated with speed, power, social status, and social influence through the vehicle we drive.
- Speed signs don't Work.
- Education works.
- We can reduce this dramatically!



**Follow this rule:
Use speed for conditions on every roadway.**

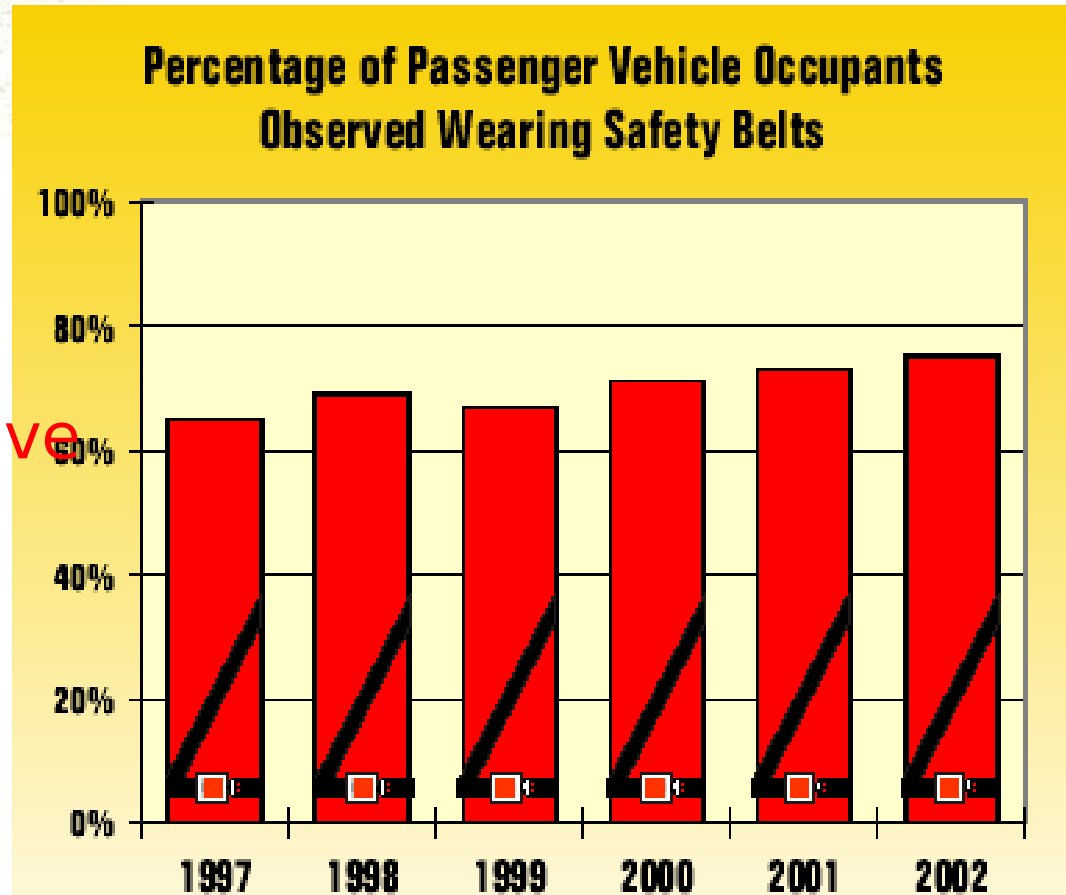


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Hazards to avoid on leave: Non-use of seatbelts.

Why?
We are
culturally
resistant to
wear protective
gear.



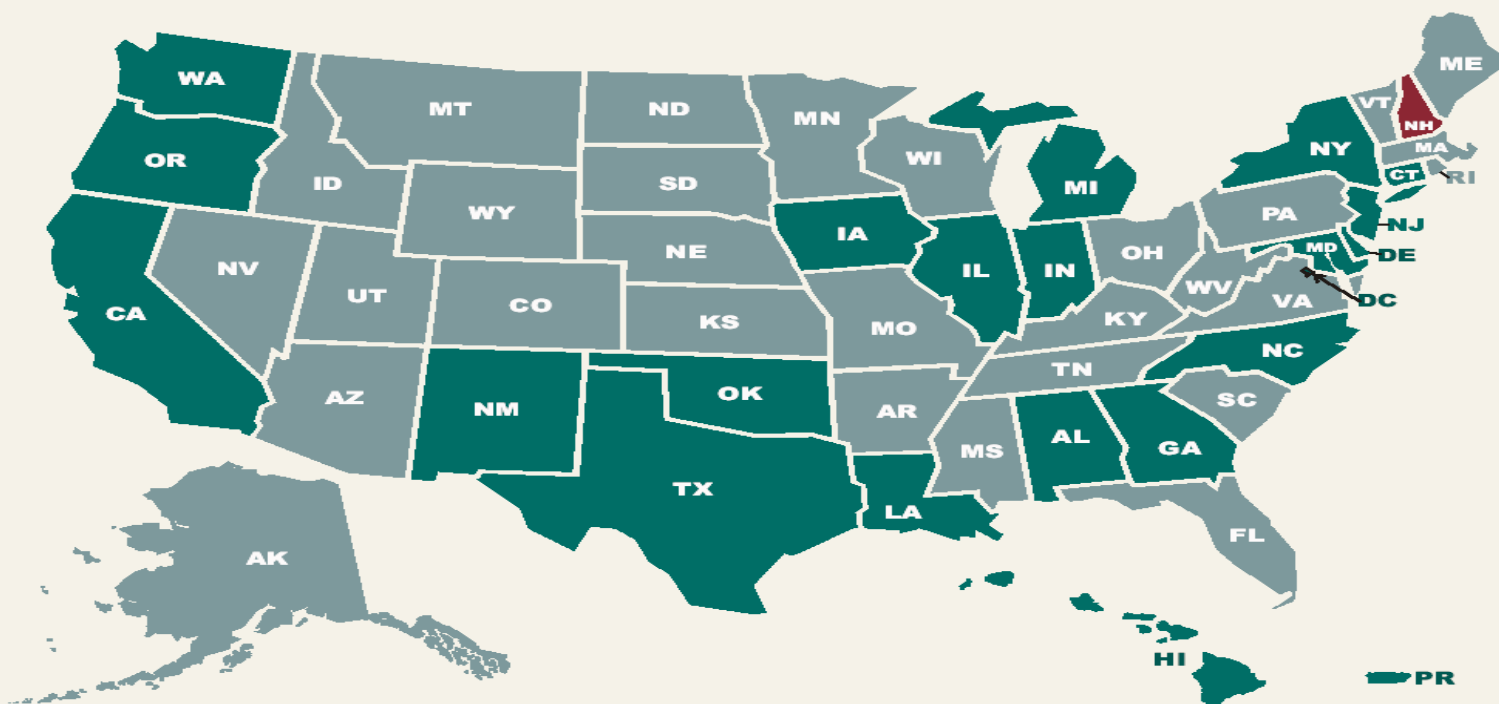
Hollywood
has for years
purposefully
showed main
characters
putting their
seatbelts on
in order to
influence
negative
culture toward
use of
seatbelts.



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**Seatbelts give you at least a 50-75% chance
of surviving a crash than without...**

State Safety Belt Laws, 2004



Primary Secondary No Adult Safety Belt Law



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Hazards to avoid on leave: Alcohol. Fatalities remain fairly constant.

Why?

We are culturally resistant to have *perceived* restrictions to our social activities.



✓ **Always have a plan *before* your drink...**

Data does not include events with drivers <.01 BAC.

If so...

➤ **Numbers would be much much higher...**

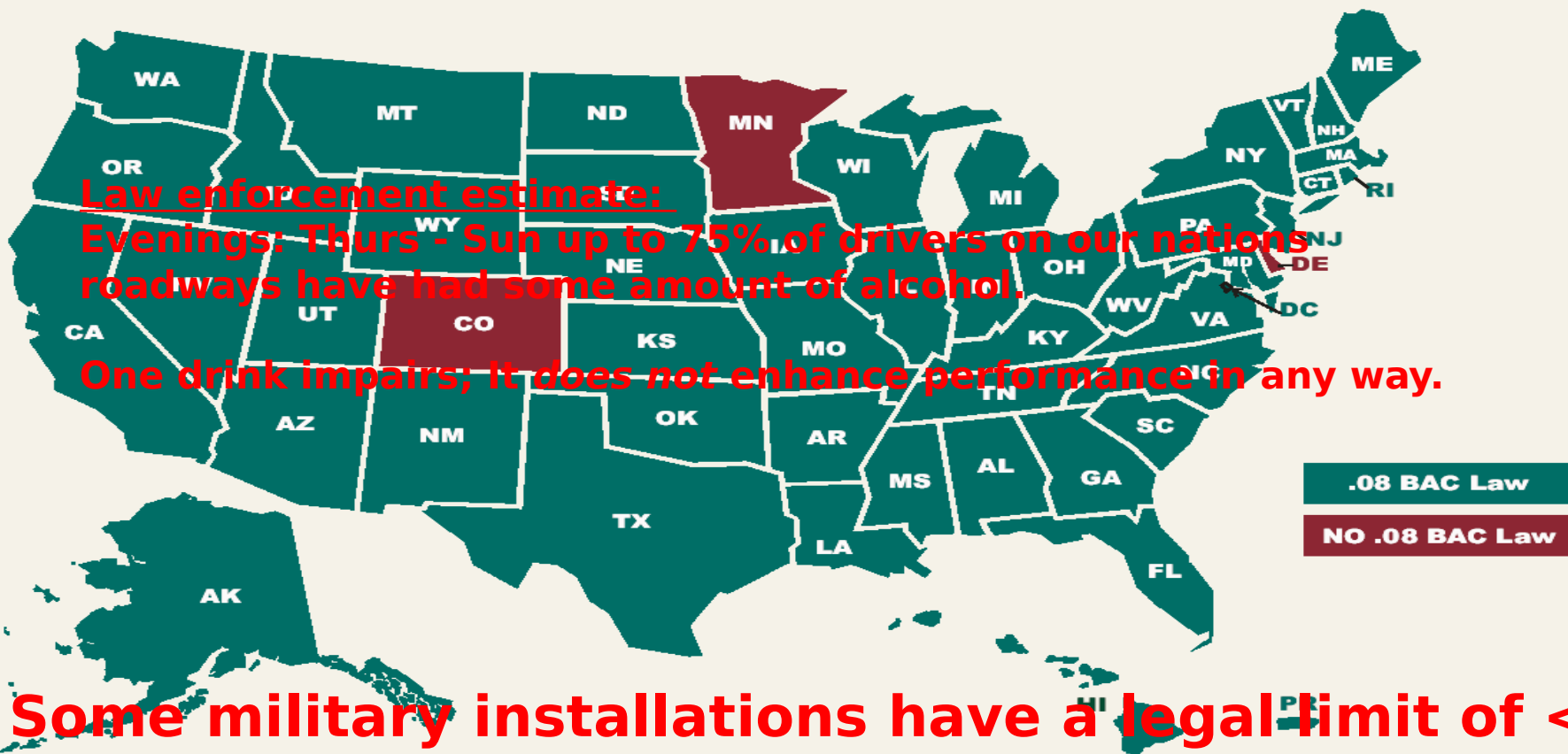
➤ **Does not**



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States with .08 BAC Law, 2004

47 States, the District of Columbia, & Puerto Rico



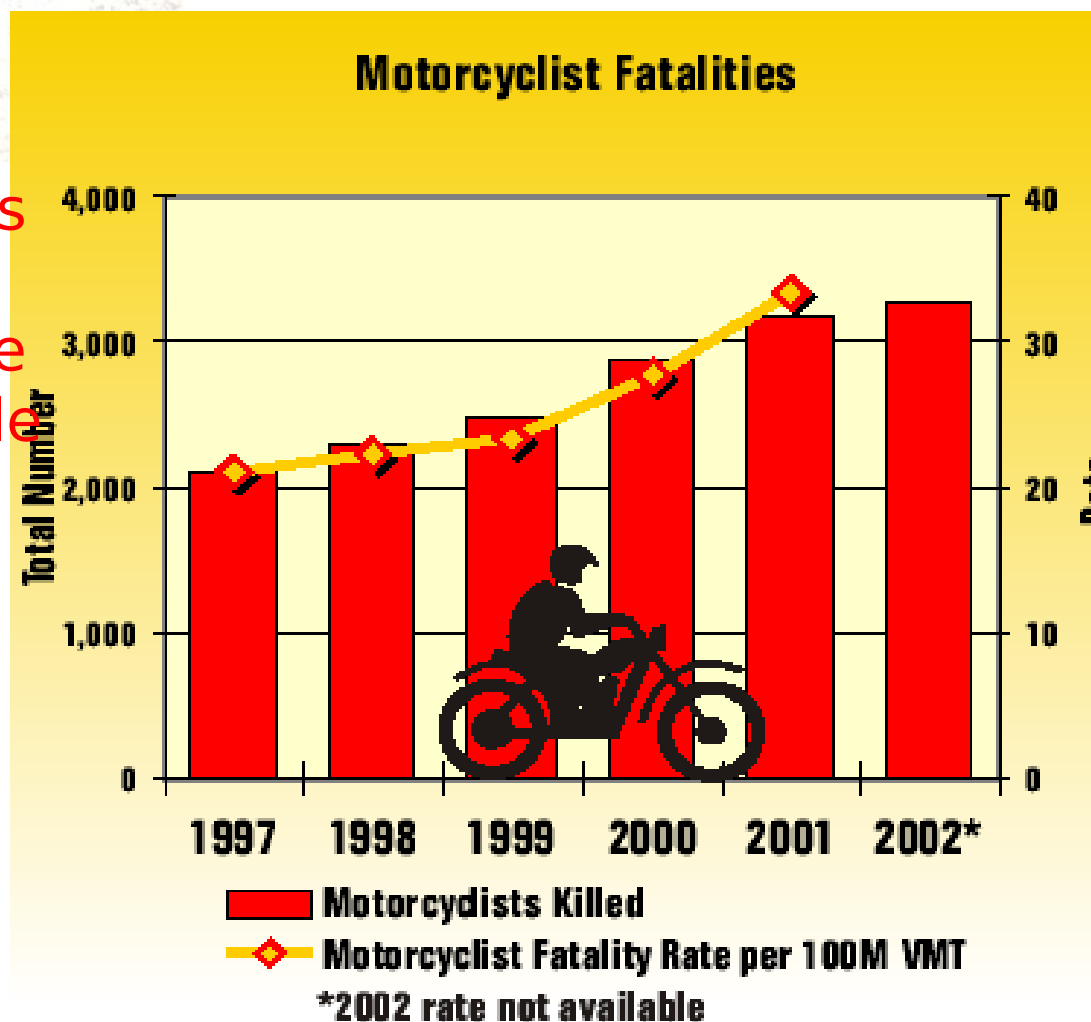


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Hazards to avoid on leave: Unsafe/untrained motorcyclists

Why?

Recent years have shown a resurgence in motorcycle purchases.



Follow the standard:
Get trained
IAW 25th IN
DIV Policy.



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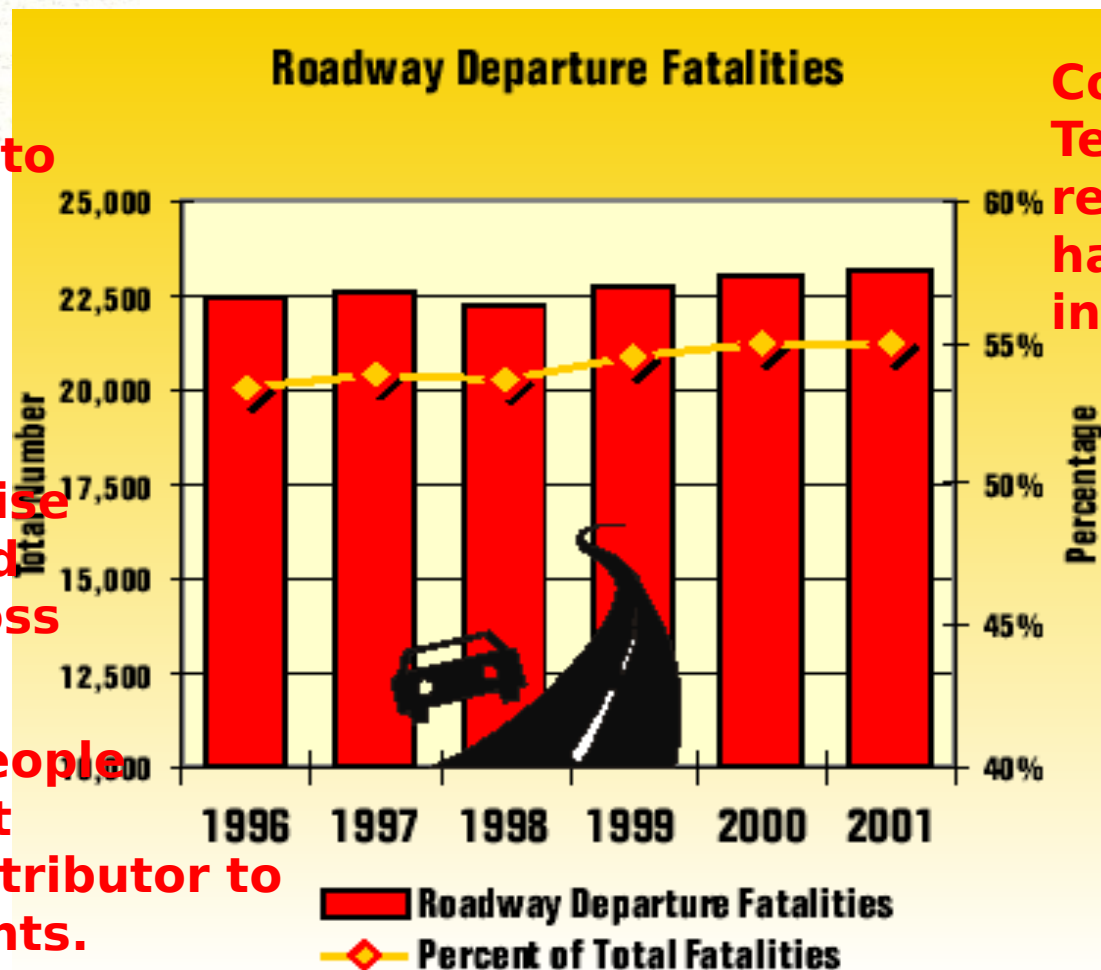
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Hazards to avoid on leave: Fatigue and distracters.

Why?

On the rise due to gadgets in cars, cell phones, music, and headphones.

- Fatigue is on rise due to increased commuters across nation.
- Statistically people tend to discount fatigue as a contributor to roadway accidents.



Control measures
Teenage driver
restrictions
have increased
in over 34 states



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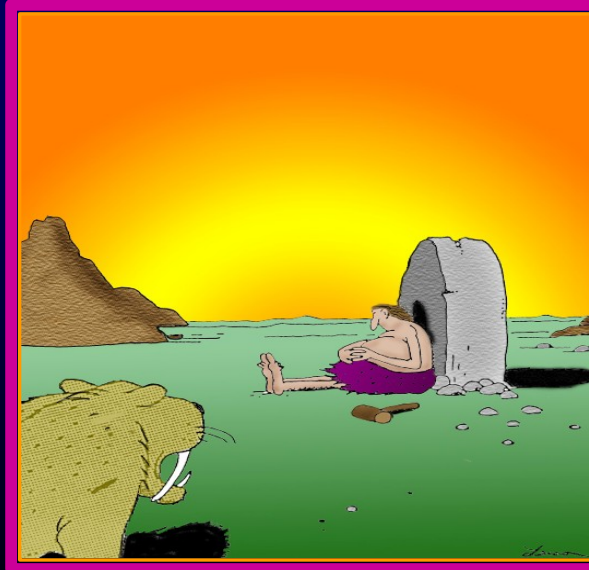
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TSA reports driver drowsiness causes 100,000 accidents, 1,500 fatalities, 71,000 injuries, and \$12.5 billion a year in monetary losses.

Over 25 million people now routinely engage in shift work (many of these are in the military).

Naps ranging from 40 minutes to 2 hours are best, but even short naps (15-20

Falling Asleep at the Wheel is No Laughing Matter



Thag Anderson becomes the first fatality as a result of falling asleep at the wheel.

Repeated exposures to sleep deprivation can't "train" a person to overcome fatigue.

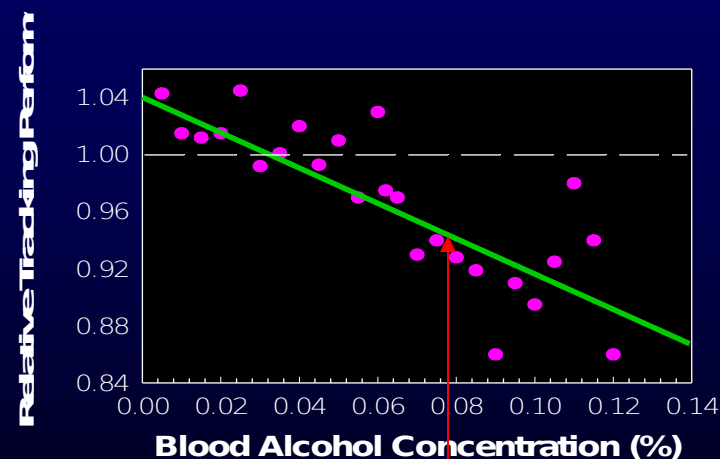
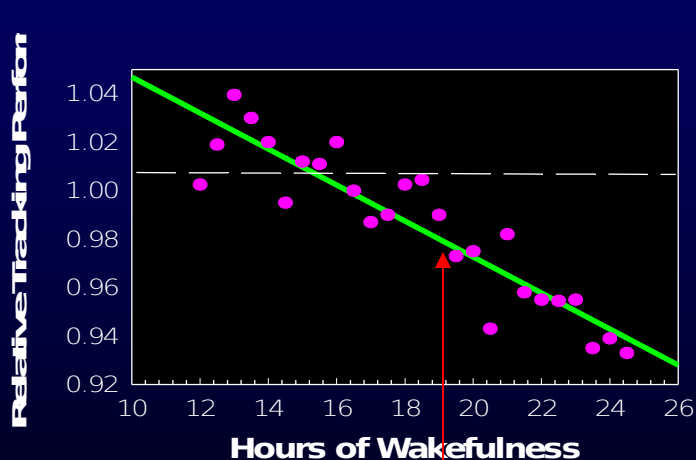
Physical fitness does not increase mental performance related to fatigue



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Take fatigue seriously with all tasks.
Power tools, and physical activities can be hazardous when fatigued.

Fatigue-related Decrements are Similar to Those Caused by Alcohol



19 hours without sleep is equal to .08 BAC



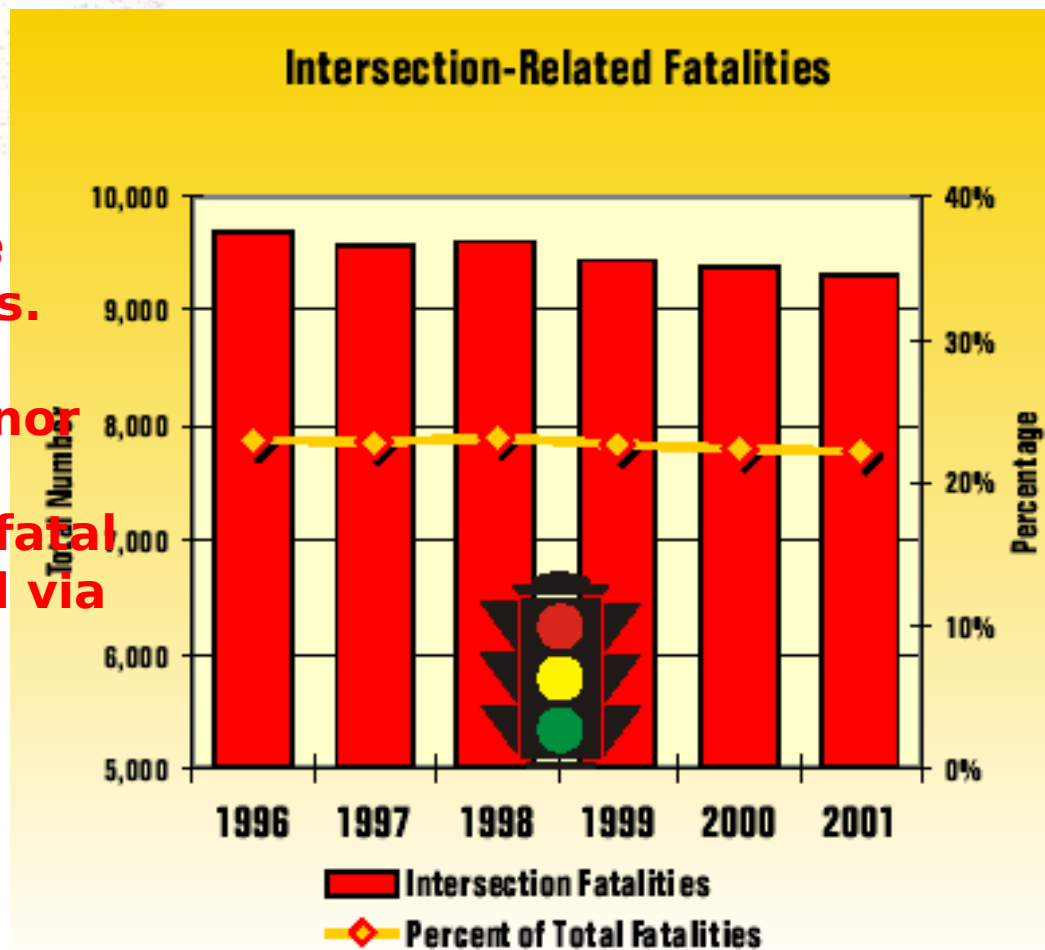
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Hazards to avoid on leave. Intersection approach.

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Why?
Body is least
capable of side
impact G-forces.

**A relatively minor
or survivable
impact can be fatal
when impacted via
side.**



Use extreme
caution when
approaching all
intersections.



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Does all this education and training payoff?

- Since 1966 vehicle fatality rates have dropped by *more than* 50%. This is true with tens of thousands more drivers on our roadways.
- Since 1975 rate of fatalities is down *significantly* for all age groups.
- 16-20 year olds are by far the highest risk group.
- 20-24 is the second highest.
- ✓ Army statistics show 18-24 year olds as highest risk group for fatalities.



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Am I really at risk? I am a good driver...

Most people categorize themselves as *good drivers*; statistics clearly demonstrate this to be *incorrect*.

Males are 3 times *more likely* to be involved in a vehicle accident than females...

In the average adult life (78-82 depending on reference) span about 75% of us *will be* involved in a serious or fatal vehicle accident...

As the clock ticks: Every 5 seconds a vehicle accident occurs; every 10 seconds a person is injured in a vehicle accident; and every 12 minutes a person is killed on U.S. roadways...



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Where we are at, and continue as an Army...

POV
UPDATE

FY 04

through
April 2004

**Total
POV
Fatalities**

60

Class A-C accidents / soldiers killed

□ Cars	86/44
■ Vans	0/0
■ Trucks	26/9
■ Motorcycles	38/6
■ Other*	6/1

*Includes tractor trailers,
unknown POVs, and bicycles

FY 03

54

**3-Yr
Avg**

51



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“Be safe...” on leave.

You are set up for success, armed
with education, awareness and a
sense of team while on leave.

